



# Red Tail Flyer

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April 22, 2005

## Panther keeps Balad in the know



Photo by Senior Airman Colleen Wronek

**Senior Airman Victoria White, 332nd Air Expeditionary Wing command post controller, and Staff Sgt. Yvette Turner, 332nd AEW command post senior controller, relay critical information to base leadership and aircraft.**

By Senior Airman  
Colleen Wronek

*332nd AEW Public Affairs*

"Attention on the net, this is Panther...."

This line, heard numerous times by many, comes from a small cipher-locked room inside the wing headquarters building.

The many voices of Panther work 24 hours a day, seven days a week behind closed doors as informants and watchers.

"We keep wing leadership

and the base informed of things going on," said Staff Sgt. Yvette Turner, 332nd Air Expeditionary Wing command post senior controller. "We also monitor everything, from the aircraft on the ground and in the air to the mIRC, which is an instant messenger between base operations, the Joint Defense Operations Center and convoys."

The command post also relays inbound and outbound flight notification, informs the

Contingency Aeromedical Staging Facility when medical evacuations arrive, and notifies the base of patriot details.

"We get the information and we spread it out to the base," Sergeant Turner said. "We also keep the commander informed on the status of the air field, alarm reds, and unexploded ordnance sweeps."

The command post is usually in contact with flight line operations.

"My main job is to track in

and outbound cargo aircraft and I communicate with the guys on the ramp often," said Senior Airman Victoria White, 332nd AEW Command Post controller. "The phones ring constantly and we're always going on the radio to inform the base."

Sergeant Turner, whose home station is Charleston AFB, S.C., said during an alarm red it gets intense. "We wonder what's hit or if anyone is hurt," she said. "We're also JDOC's back up for the base siren and the giant voice."

During an alarm red the command post notifies the base and begins to monitor the area.

"When we go into an alarm condition, we track the point of impact and the point of origin for the commander," Airman White said.

The Airman, who's deployed from Malmstrom AFB, Mont., added the command post performs a weekly test of the giant voice every Wednesday.

Sergeant Turner said Balad's command post team starts from scratch each rotation.

"Most command posts already have a set system when you arrive there. Here, our command post is always changing and improving," she said. "Being in this environment gives us a chance to use the knowledge we have and learn new things."

# Air, ground power transports large generator

By Master Sgt. Carolyn Gwathmey

U.S. Central Command Air Forces  
Forward Public Affairs

When the U.S. Agency for International Development needed a mammoth generator delivered to a new power plant in Iraq, officials called on the U.S. military for support.

A military escort was formed to transport the more than 700-ton V94 generator. It took a 30-vehicle convoy more than 10 days to reach their destination. But the military didn't stop at providing ground help; the transport mission also received help from above in the form of U.S. Air Force, Marine Corps, Navy and Royal Air Force aircraft, including F-15s, F-16s, F/A-18s, Predators and Royal Air Force GR-4s.

"The second MEF (Marine Expeditionary Force) and the Army's 42nd Infantry Division requested air support for the mission," said Lt. Col. Chan Floyd, Combined Air Operations Center, Master Air Attack Plan cell. "Our role [at Central Command Air Forces] was to provide intelligence, surveillance and reconnaissance, armed reconnaissance, and ground and airborne close air support alert."

The U.S. and Coalition aircraft provided security, Colonel Floyd said, but the convoy did not encounter any situations that required the aircraft to employ.

The convoy set out on the 640-mile journey March 21 from the Iraqi-Jordanian bor-

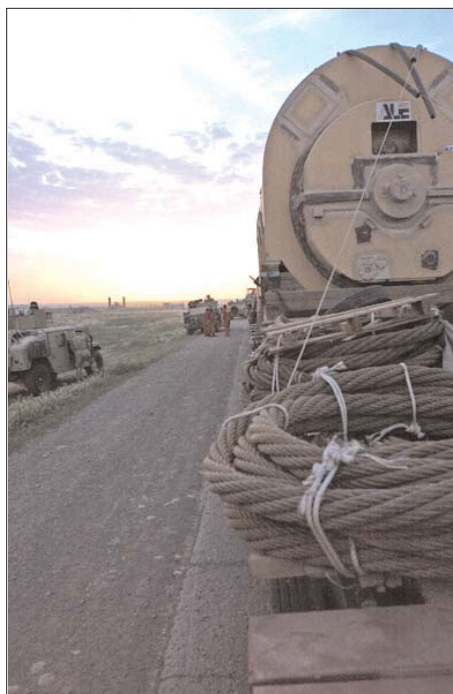


Photo by Army Sgt. Blake Kent

**A massive generator is taken in a tactical convoy across central Iraq to a power plant outside of Kirkuk, Iraq. It has taken two years of planning in order to bring the generator through the country.**

der and arrived at its destination near Kirkuk, April 5. Due to the massive size of the generator, the convoy traveled at approximately 5 mph. The route took the convoy through the Al Anbar province, a known favorite

location of terrorists. Along with the air support, armored personnel carriers and Humvees accompanied the convoy.

"It did require a lot of coordination," John Pennell, deputy director of the infrastructure office of the USAID, told reporters. "Security was definitely a concern."

The generator, scheduled to come online this fall, will be used at a power plant currently under construction and will add 265 megawatts to Iraq's electrical grid. A similar increase of megawatts at another power plant in Iraq resulted in enough energy to power over 200,000 homes and businesses.

"CENTAF and Coalition partners worked together to make this happen. It was a huge undertaking, and we pulled it off with great success," said Royal Air Force Air Commodore Simon Bryant, CAOC director. "The safe delivery of this generator is going to increase the quality of life for many Iraqis for years to come."

Since the Restore Iraqi Electricity mission began in late 2003, more than 1,900 megawatts of power have been added to the national grid, enough to service 5.4 million Iraqi homes, according to a news release by the Gulf Region Northern District, U.S. Army Corps of Engineers.

More than 1,400 electrical towers and 8,600 kilometers of transmission lines have been installed and more than \$4 billion has been allocated from the U.S. supplemental to address the electrical system improvements.

## Outprocessing Balad can be a breeze

By Senior Airman  
Colleen Wronek

332nd AEW Public Affairs

Most Balad Airmen from AEF 3/4 are ready to go home.

But before everyone can get there, they have to remember to correctly out-process the base and in-process their home station.

The 332nd Expeditionary Mission Support Group PERSCO assures that departing Balad can go smoothly.

"The important thing is to get your release letter signed and bring it to PERSCO 30 days

before your departure date, so we can give you an out processing checklist. PERSCO will not give out processing checklists until 30 days prior to your release date," said Capt. Tammy Paul, 332nd Expeditionary Mission Support Group PERSCO team chief. "Once the checklist is complete, bring the checklist back to us no earlier than 12 hours prior to your release date. So if you get released April 30 you can't bring the checklist to us until noon April 29."

Captain Paul said within 30 days of departure people need to

contact their unit travel representative to help with flight arrangements, and also make their out processing medical appointment, out process their communications requirements such as the help desk and the post office, and out process their first sergeant.

"Your first sergeant will ensure your replacement is on station or that a back fill isn't required as well as ensure you have been relieved of all additional duties," Captain Paul said. "First sergeants will also brief you on lodging checkout, financial entitlements and the tax free

leave policy and give you a redeployment briefing."

On the last day prior to departure, Airmen should pick up their weapon and turn in body armor, out process pass and ID, lodging, KBR and turn in their checklist.

"PERSCO is the last stop. After the checklist is turned in, Airmen will receive a boarding pass," Captain Paul said. "Without the boarding pass, you can't board the plane. Having a boarding pass lets everyone know you have finished out pro-

See PERSCO page 3



# Nothing inside hidden from radiology flight

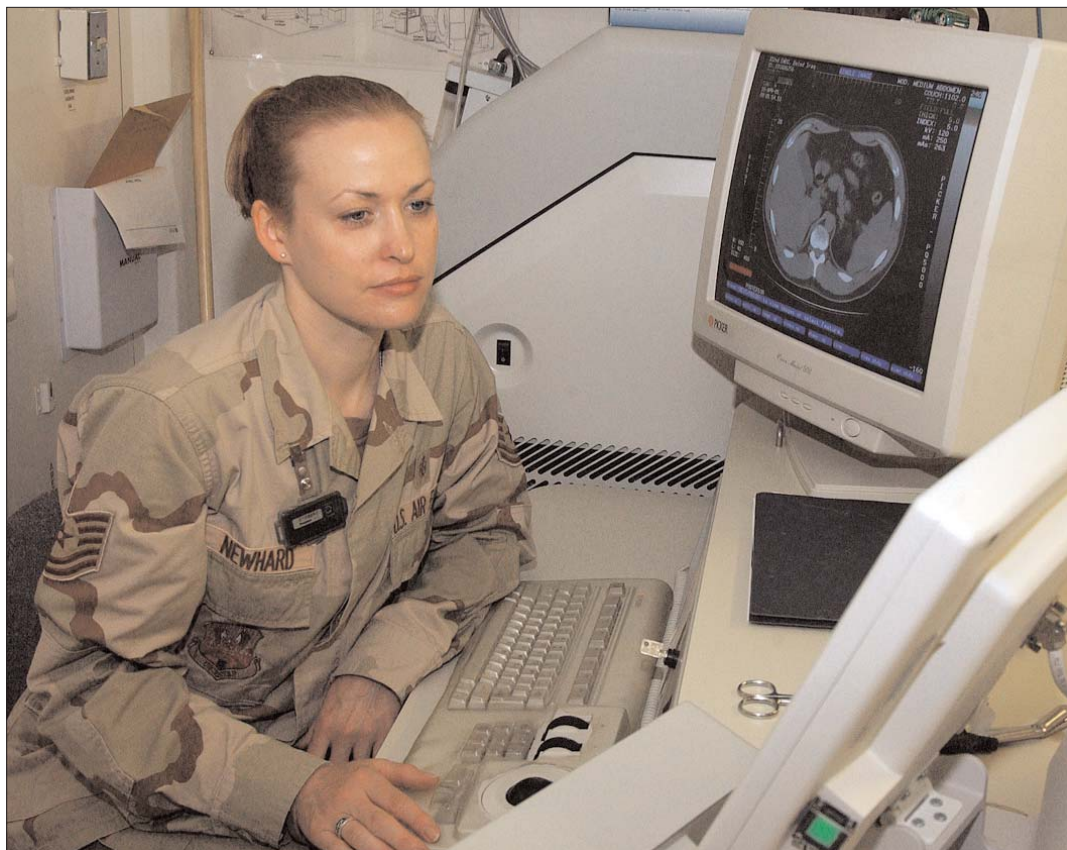


Photo by Senior Airman Colleen Wronek

**Tech. Sgt. BJ Newhard, 332nd Expeditionary Medical Support Squadron NCOIC radiology flight, plots an exam for a cat scan.**

By Senior Airman  
Colleen Wronek

332nd AEW Public Affairs

A flight of Airmen working in the Air Force Theater Hospital take up-close and personal pictures all day.

Balad's radiology flight takes pictures of people's insides so doctors can better heal their

patients.

"In this deployed environment the conditions aren't as good as what we're use to, but we make a great team and we're gaining experience," said Tech. Sgt. BJ Newhard, 332nd Expeditionary Medical Support Squadron radiology flight NCOIC.

The radiology flight performs

diagnostic imaging (X-rays), cat scans and ultra sounds for the hospital's emergency rooms, intensive care units, wards and outpatient clinics.

"Without our imaging, patients couldn't come to the theater hospital and would be diverted to another location," said Sergeant Newhard who's deployed from Lackland AFB,

Texas. "On an outpatient basis, we mostly see occupational or physical therapy patients, but we also see a lot of seriously injured patients who need their images taken with a portable x-ray unit in the ER."

Sergeant Newhard said the flight performed 526 cat scans, 76 ultrasound and 1,200 x-rays last month.

"The amount of patients doesn't go down," said Senior Airman Jack Barnes, 332nd EMDSS ultrasound technologist who's also deployed from Lackland AFB, Texas. "I work the mid-day shift and during that time we start having more patients come in. I've seen so many more than I ever have back home."

Sergeant Newhard said working in the theater hospital is stressful but it's a different kind of stress. "Back home we see oodles of patients, and the stress is getting all of them taken care of," she said. "Here the stress is mostly emotional because we're seeing our guys hurt or leaving here amputated."

Sergeant Newhard said a typical day in radiology can vary.

"Our day really depends on how many traumas we have to x-ray and how many other patients we follow up on," she said. "We have a tight-knit group here and work well together.

## PERSCO Continued from page 2

cessing and are ready to head home."

Captain Paul said if someone is leaving earlier than their original release date, they need a new release letter. The captain also pointed out that one main concern is people properly out processing lodging.

"You need to out process lodging so they can make sure they have enough beds for the

next cycle," she said.

Once arriving at the home station, Airmen need to visit their unit deployment manager before taking post deployment downtime.

"You need to go to work the day after you arrive and report to your UDM so you can get your in processing checklist," Captain Paul said. "There are certain procedures to perform before taking time off, and downtime is given at your squadron commander's

discretion."

Captain Paul assures that out processing Balad and in processing home units isn't difficult.

"Everyone needs to accomplish everything on their checklist. If they don't then they stay on Balad until they finish out processing," she said. "The checklist isn't complicated and it's straight forward. It's not something that'll take a long time to accomplish."

# AMMO builds new munitions storage area



Air Force/Staff Sgt. Lindsey Maurice

**Airman 1st Class Randy Fiola of the 332nd Expeditionary Maintenance Squadron munitions flight builds a bomb in the new munitions maintenance facility.**

By Staff Sgt. Lindsey Maurice

332nd AEW Public Affairs

When the first fleet of F-16 Fighting Falcons came to Balad during Aerospace Expeditionary Force 9/10, there was no place to store their munitions.

Now, after three rotations and many long hours, the Balad munitions storage area is complete with the capability to hold up to 640,000 pounds of munitions.

"The AMMO (332nd Expeditionary Maintenance Squadron munitions flight) men and women from AEF 1 and AEF 3 put forth tremendous efforts in making the munitions storage area one that can support a critical mission in Iraq," said Maj. Dean Judge, 332nd EMXS commander. "Their work led to establishing an operational area for conventional munitions maintenance, missile maintenance and trailer maintenance.

"The work AMMO Airmen put into this effort has given U.S. Central Air Forces an option to add additional weapons capabilities to the base. We can support any airframe/munitions requirements now."

The MSA project first took way during AEF 9 when three revetments (barricades around the explosives) were built, with the capability to store 480,000 pounds of explosives. Then, during AEF 1, AMMO troops constructed a fourth revetment.

"Since AMMO isn't accustomed to doing civil engineering projects of this magnitude they needed to get some training first," said 2nd Lt. Erik Marcov, 332nd EMXS munitions flight commander. "They turned to the 'dirt boyz' for the training required to operate the heavy equipment needed to fill the barriers. With the construction of the barriers they were able to increase the storage capacity to what it is now."

Another concern the Airmen of AEF 1 faced was the lack of roads from the MSA to the taxiway, said the lieutenant.

"Since there were no roads, problems arose during the rainy season such as vehicles getting stuck and performing (foreign object debris) checks once they came on the taxiway," said Lieutenant Marcov. "The solution to this was a temporary road from the MSA to the taxiway consisting of AM2 matting."

Once the road was complete AMMO troops from AEF 1 then constructed barriers and assembled flooring in the clamshell that housed all of the munitions operations.

Just before AEF 3's arrival, a second clamshell was erected to help expand the flight's work space. Once the AEF 3 troops were settled they then continued what their predecessors had started and constructed barriers and assembled flooring for the second clamshell.

"It was necessary to have two working areas due to the risks involved in having two

“

***The work AMMO Airmen put into this effort has given U.S. Central Air Forces an option to add additional weapons capabilities to the base. We can support any airframe/munitions requirements now.***

Maj. Dean Judge  
332nd Expeditionary Maintenance  
Squadron commander

”

operations in the same location," said Lieutenant Marcov. "By erecting a second clamshell, we were able to increase our work space by 4,000 square feet, which enabled us to move our inspection and trailer maintenance elements into a separate area."

The final issue the AMMO troops faced was the distance between the flight offices and the MSA.

"The flight offices were located in the south HAS area, while the MSA was located six miles away," said the lieutenant. "The trip could take anywhere from 15 to 30 minutes depending on traffic. One of our main focuses for this rotation was to move the flight from the HAS to the MSA."

In order for this to happen AEF 1 received two cadillac toilet facilities, he said.

"They removed the toilets and most of the plumbing from the buildings in order to prepare them for office space," said Lieutenant Marcov. "AEF 3 was then able to get lumber and construct walls inside the building to partition off the big space and create offices.

"After the phone and data lines were installed, the flight was able to move from the HAS to the trailers."

However, the trailers only serve as a temporary facility while the permanent facility is being constructed behind the current offices. The lieutenant estimates the final office building will be finished in May.

All-in-all Lieutenant Marcov said he is impressed with the amount of teamwork that went into the munitions project.

"The team effort was extraordinary," he said. "If the team work did not exist we wouldn't be where we are today. The Airmen from the last rotation made it better for us and we have done the same for the next rotation."



***Beating the heat,  
having fun at the ...***

## ***Combat Dining-in***



Photos by Master Sgt. Thomas Wood

**Master Sgt. Oscar Ortiz, 332nd Expeditionary Communications Squadron, sits in a tank while he performs his duties as Mister Vice for the Combat Dining-in last Saturday.**



**Above: Dirty water is dumped on Staff Sgt. Dax Dayton, 332nd Expeditionary Security Forces Squadron, during a water fight at the Combat Dining-in.**

**Left: Senior Airman Rebekah Deliz, 332nd ESFS, fills the grog bowl with a "toxic" substance.**



**Col. Steven Prebeck, 332nd Air Expeditionary Wing director of staff, low crawls through an obstacle course during the Combat Dining-in. Airmen sent to the grog bowl had to complete the obstacle course while people sprayed them with water and launched water balloons.**



# Transform yourself for success

By Col. Charles Hardin

*332nd Expeditionary Medical Group commander*

Why do some people succeed where others fail and why do some people excel where others only succeed?

I first asked those questions when I was a medical group commander at Laughlin, AFB, Texas. I noticed I had some Airmen winning Air Education Training Command and Air Force-level awards while others were mediocre. I've also noticed the same thing on this deployment to Balad. I decided to investigate.

I asked the chief to arrange individual interviews with four medical group Airmen that he felt were top achievers. They were fun interviews; I was re-energized after talking with these top professionals. Their ranks ranged from senior airman to technical sergeant.

The question I asked them was simple: "What has made you excel while others have only done their job?" Their answers varied, but there were some obvious common themes. Let me share those themes.

First: Work for something larger than yourself. Every one of these top Airmen said

they felt the jobs they were given to do were more important than themselves. That is another way to say "mission first".

The ability to place ones comforts and needs secondary to a job gives a person tremendous power that can then be focused on the job at hand.

People frequently ask me how a surgeon can do surgical cases that can sometimes last well over 12 hours. Being able to stand and work that long is certainly a matter of physical ability, but it is even more a matter of focus. To a person who is focused, the clock and calendar don't exist. All that exists is the job at hand and the need to complete it as perfectly as possible.

I also noticed that all of these "over-achievers" looked fit, healthy and well rested. Taking care of yourself is also a matter of discipline and focus.

Second: Treat others like you would like yourself or family treated. It seems that frequently we do the right thing, but we do it with a bad attitude so we don't get "credit" for it.

For example, if a patient asks for some pain medicine and the attendant knows that it is appropriate to give it to the patient then they have to make a choice. The medicine

can be delivered with a smile and genuine concern or the same medicine can be delivered with a "put-out" rude attitude.

The patient gets the medicine in both cases, but the person with the good attitude will get the "good-will" credit.

Third: Don't sweat the small stuff. This kind of surprised me but it was definitely there. All of these all-stars pay tremendous attention to detail, but they are able to discern between what is important and what is no more than background noise. They don't let small problems stop them or ruin their focus.

Fourth: Be grateful for what you have. This is perhaps the most easily identifiable of all the threads. No doubt about it, winners appreciate the good things that surround them. They keep their problems in perspective. No matter how difficult the situation they feel an obligation to make it better. And they are grateful that it wasn't worse.

When something truly good happens these champions seem anxious to share it with others. They have the ability to emphasize the positive and work through the negative.

There it is – a short course in becoming a super-hero. My thanks to heroes that shared these thoughts with me.

## Confessions of a reality TV addict

By Maj. Dani Johnson

*5th Bomb Wing Public Affairs*

**MINOT AFB, N.D.** – I have to admit it. It's tough to say out in the open, but I'm one of those – a reality TV addict. I must watch each week, and if I'm out of town, most of the ones I watch are taped so I don't miss a thing.

I'm so bad that on a recent temporary duty, when I realized that I had only taped one of my shows for an hour and it was going to run two hours, I actually talked a friend through reprogramming my VCR so I didn't miss a single minute.

How can an educated, intelligent Air Force officer such as me succumb to such a level? I

usually use the excuse that when I returned from my overseas assignment, I was behind in all the series so I started watching. Actually, while that is somewhat true, honestly, I like the idea of "normal" people achieving a goal and the drama of watching what people do to each other in stressful situations. It's a study in human behavior to me.

Honestly, it's not about who wins the money for me, but how they relate with each other. I have the ones I hate and the ones I root for no matter what. I've also learned some things from watching which can help me be a better leader.

As Airmen, we can learn from TV's latest fad. Each day is a race, a challenge. How we

act determines whether we will be around for one more day and stay a part of the best Air Force in the world or take the ultimate fall and be voted off or the last one to arrive because we didn't apply what we knew.

First, perseverance. Those who succeed are the ones who bounce to the next episode after having a completely rotten previous episode and barely make it to the next round.

Second, how would I react or should one react in the situation? It could be walking across a suspension bridge in a foreign country, tackling a team puzzle or receiving the harshest criticism possible. I determine what would be the best avenue for me if I was in the situation. This is

important because I'm learning to put myself in another person's shoes and think about the pros and cons of the situation.

Lastly, not every day is going to be great, but if you are with your loved ones, teammates or know what you are doing will achieve your final goal or dream, it's worth it. I'm constantly amazed with the support people give each other in extreme situations. I'm also amazed at the lack of support many times. Stressful situations tell you who you can depend on. It reminds you of the importance of creating strong relations with people.

Yes, I'm a reality TV addict, but I can't talk anymore, one of my shows is on.



## Defense briefs

### Policy offers confidentiality to sexual-assault victims

**WASHINGTON** – A new Department of Defense policy allows sexual-assault victims to confidentially report crimes against them.

The policy allows victims of sexual assault to seek care under restricted reporting procedures, without triggering an investigation or having their name, or the name of their assailant reported through their chain of command.

Under the new policy, victims will be able to talk with the sexual assault response coordinator, a victim advocate or certain medics. In the past, only chaplains could provide confidentiality.

This ensures victims of sexual assault get the medical care, counseling and victim advocacy they need following a sexual assault, even if they are not ready to deal with the investigative and legal aspects of reporting a crime, officials said.

Many times, victims of sexual assault are not immediately ready to report what happened to them, officials said. There are perceived and real barriers to reporting that exist in society and the military – chief among those being the perceived lack of privacy and confidentiality.

While the names of sexual-assault victims will be withheld from commanders under the new restricted reporting procedure, the fact a sexual assault has occurred will be provided to commanders to assist them to assess the climate and increase prevention efforts.

### Aircraft lighter ban also applies to servicemembers

**WASHINGTON** — Anyone, including servicemembers, carrying lighters will be required to surrender them at U.S. airport security checkpoints before boarding aircraft under a new federal law that became effective April 14, Transportation Security Administration officials said.

The new law also applies to military and civilian passengers on commercially chartered U.S. military overseas flights, said Army Lt. Col. Scott Ross, a spokesman with U.S. Transportation Command at Scott Air Force Base, Ill.

Because of al-Qaida efforts to create improvised explosive devices, “prohibiting lighters onboard aircraft and in the sterile areas of airports will reduce current security vulnerabilities and add another layer of defense,” a TSA document stated.

President Bush signed the Intelligence Reform and Terrorism Prevention Act of 2004 on Dec. 17, 2004. The act mandates that butane lighters be added to the list of items prohibited from being carried aboard aircraft arriving or departing at U.S. commercial airports.

The new law applies to “anything that produces a flame,” including Zippo brand and other lighters, said TSA spokesman Chris Jolma. However, aircraft passengers may still carry up to four books of matches.

The law also bans lighters from being placed in carry-on luggage or cargo baggage, according to the TSA.

“Wherever there’s a TSA (security) checkpoint, we’re responsible for enforcing the law,” Mr. Jolma said. “Folks should definitely inspect their baggage before going to the airport, just to avoid the hassle.”

## Meet your neighbor



**Airman Maria Coon**

Home station: Eglin AFB, Fla.

Unit: 332nd Expeditionary Security Forces Squadron

Hobbies: I enjoy soccer and track.

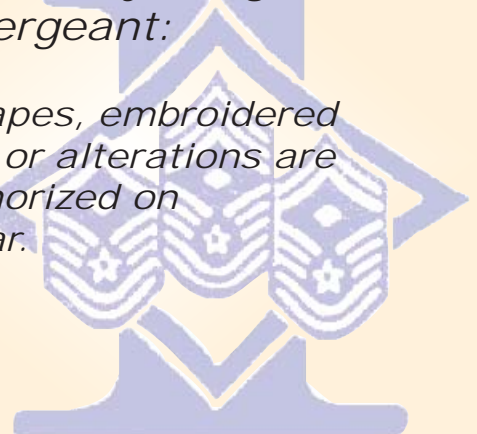
How do you contribute to the mission? I am on the patrol element, base security, flightline security and physical security.

What is your favorite aspect of this deployment? Being able to go off base and see the people we are helping

Besides your family, what do you miss back home? I miss the ocean.

## From the 332nd Air Expeditionary Wing First Sergeant:

*Name tapes, embroidered designs or alterations are not authorized on headgear.*



## Air Force Religious Schedule

Worship concert – A praise and worship concert is from 7 to 9:30 p.m. today in the Town Hall.

### Protestant

#### Sundays:

9 a.m. • Traditional – Hospital  
11 a.m. • Contemporary Worship – Town Hall  
5:30 p.m. • Inspirational Worship – H-6 Chapel

### Roman Catholic

#### Daily:

When Catholic Chaplain is available, Mass • 7:30 p.m. – H-6 Chapel  
Confessions – Offered prior to Daily Mass

#### Saturdays:

7:30 p.m. • Mass – H-6 Chapel

#### Sundays:

9 a.m. • Mass – H-6 Chapel  
2 p.m. • Mass – CJSOTF Chapel  
3:30 p.m. • Mass – JSOAD-AP Chapel

### Latter Day Saints

#### Sundays:

7 p.m. • Sacraments – H-6 Chapel  
8 p.m. • Sunday School – H-6 Chapel

### Fellowship and Study

#### Daily:

8:30 p.m. • Band of Brothers Fellowship – H-6 Chapel  
9 p.m. • Band of Brothers Prayer – H-6 Chapel

#### Sundays:

2 p.m. • Protestant Bible Study – Hospital  
7 p.m. • Catholic Study – Chapel Fellowship room

#### Tuesdays:

7:30 p.m. • Purpose Driven Life – Chapel Fellowship room

#### Wednesdays:

7 p.m. • Purpose Driven Life – Chapel Fellowship room

#### Thursdays:

5:30 p.m. • Purpose Driven Life – Hospital  
7 p.m. • Latter Day Saints Study Group – Chapel Fellowship room

#### Fridays:

5 p.m. • Experiencing God – Chapel Fellowship room

7:30 p.m. • Women's Bible Study – Hospital

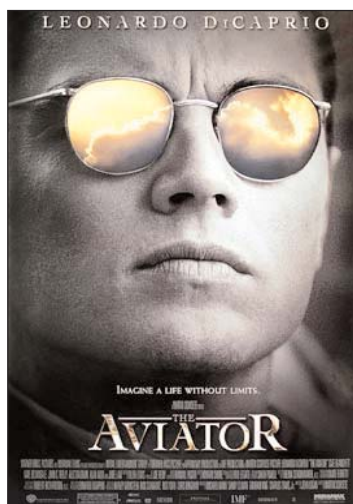
## Know what this is?



Photo by Staff Sgt. Lindsey Maurice

If you can identify the object, send us an e-mail at [redtailflyer@blab.centaf.af.mil](mailto:redtailflyer@blab.centaf.af.mil). The first person with the correct answer wins a \$5 gift certificate courtesy of the 332nd Expeditionary Services Squadron. Last week's photo of a watering can spout went unidentified so an extra \$5 will be awarded to this week's winner.

# Sustainer Movie Schedule



Schedule is subject to change

Today, April 22

3 p.m. - The Aviator

6 p.m. - Sahara

9 p.m. - Sahara

Saturday, April 23

3 p.m. - Son of the Mask

6 p.m. - Sahara

9 p.m. - The Aviator

Sunday, April 24

3 p.m. - The Pacifier

6 p.m. - The Aviator

9 p.m. - Sahara

Monday, April 25

3 p.m. - Beauty Shop

6 p.m. - The Aviator

9 p.m. - Boogeyman

Tuesday, April 26

3 p.m. - Sahara

6 p.m. - The Aviator

9 p.m. - Sahara

Wednesday, April 27

3 p.m. - Hide and Seek

6 p.m. - Coach Carter

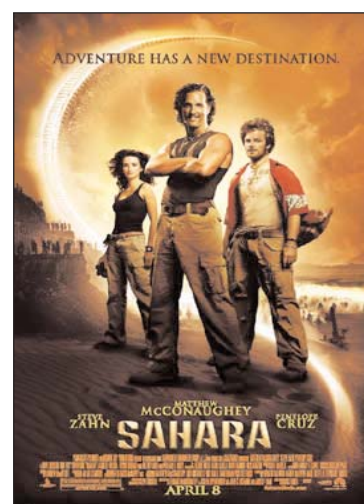
9 p.m. - The Aviator

Thursday, April 28

3 p.m. - Boogeyman

6 p.m. - The Aviator

9 p.m. - Sahara



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Red Tail Flyer Editor

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All photos are Air Force photos, unless otherwise indicated.

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